

NOTE: These minutes do not constitute a verbatim transcription of the CPC meeting.

**CITY PLANNING COMMISSION
REGULAR MEETING
May 19, 2005**

APPROVED

Call to Order: The meeting was called to order by Chairperson Arthur Simons in the Committee of the Whole Room, 13th Floor of the Coleman A. Young Municipal Center, at 4:50 PM.

Roll Call: Present at the meeting were Commissioners Cason, Christensen, Glaser, Glenn, Jeffrey, and Simons. Absent were Commissioners Smith (excused), Wendler (excused) and Williams (excused).

Agenda: The Agenda was approved as submitted.

Minutes: **ACTION:** Commissioner Glaser moved to approve the minutes of the Regular Meeting of April 7, 2005.
Commissioner Glenn seconded the motion.
Motion carried.

ACTION: Commissioner Glenn moved to approve the minutes of the Special Meeting of April 14, 2005.
Commissioner Glaser seconded the motion.
Motion carried.

ACTION: Commissioner Cason moved to approve the minutes of the Regular Meeting of May 5, 2005.
Commissioner Glenn seconded the motion.
Motion carried.

PRESENTATION--
Draft Environmental Impact Statement for the Detroit Intermodal Freight Terminal: A presentation was made by representatives of the Michigan Department of Transportation (M-DOT) on the Draft Environmental Impact Statement (DEIS) for the Detroit Intermodal Freight Terminal (DIFT) project.

Present for the discussion were Joseph Corradino of the Corradino Group of Michigan, Inc., consultants to MDOT and Greg Johnson, of MDOT. Other MDOT representatives in the audience were Jeff Edwards, Julie Johnston, Terry Stepanski and Andy Ziegler.

CPC staff member Heidi Alcock noted the history of the DIFT study, including the convening of several public meetings in 2001 where numerous concerns were expressed regarding social, economic, and environmental impacts.

The study is looking at four intermodal terminals and the surrounding areas—CSX/NS-Livernois-Junction Yard in Southwest Detroit, CP/Expressway in Corktown, CP/Oak in Grandmont and CN/Moterm in Ferndale.

Ms. Alcock noted that the CPC table packets included three letters—two from organizations and citizens supporting a negotiated outcome on the DIFT with M-DOT and one from organizations not supporting a negotiated settlement with MDOT at this time.

Four alternatives are now being studied. Alternative 1 (No Action) assumes the railroads will develop their existing intermodal rail yards in Southwest Michigan without federal and state government funding assistance and oversight. Alternative 2 (Improve/Expand) proposes improvements will be made to the four existing intermodal rail terminals operated by the court Class 1 railroads in Southwest Michigan with railroad funding, as well as federal and state governments funding assistance and oversight. This alternative includes improvements and expansion of the Livernois-Junction Yard. Option A would provide truck access via Livernois Ave. and at Dix/Waterman/Vernor. Option B would provide access via Livernois and Wyoming. Option C would provide access via Livernois Avenue only. The I-94/Livernois Ave. interchange would be modified. Alternative 2 includes improvements and expansion of the CP/Oak terminal and options for interchange access at I/96 and Evergreen. Alternative 3 (Consolidation) includes the improvement and expansion of the Livernois-Junction Yard, relocation and consolidation of the CP/Expressway, CP/Oak and CN/Moterm intermodal activities to that Yard, and modification to the I-94/Livernois Ave. interchange. The Expressway, Oak and Moterm terminals would then serve non-intermodal railroad uses. Alternative 4 (Composite Option) proposes the consolidation of the intermodal operations of CSX, Norfolk Southern and Canadian Pacific at the Livernois-Junction yard, improvement and expansion of the existing CN/Motern intermodal terminal, and modification to the I-94/Livernois Ave. interchange. The Expressway and Oak intermodal activities would then service non-intermodal railroad uses.

Alternatives 2, 3 and 4 include improvements to the north side of the I-94/Livernois Ave. interchange to facilitate truck movements to the Livernois-Junction Yard and to prohibit trucks from entering the neighborhood to the north.

Mr. Corradino noted that the DEIS was released on May 13 and is available on M-DOT's web site. Public hearings will be held on the document on June 13 at LaSed Gymnasium, 7150 W. Vernor; June 14 at IBEW Local 58, 1358 Abbott Street; June 15 at Holiday Inn, 5801 Southfield Service Dr.; and June 16, 2005 at the Michigan State Fairgrounds, 1120 W. State Fair Ave. The public record will be open for comments until August 16, 2005. A copy of the written and recorded oral comments will be available for public review in September 2005 at various locations. All comments will be shared with M-DOT and the Federal Highway Administration. Following the compilation of the public hearing transcript and comments from the public and resource agencies, M-DOT will determine a preferred alternative. The Final Environmental Impact Statement (FEIS) will be prepared and available to the public in 2006. A decision will be issued later in 2006 or in early 2007 for design and eventual construction, if an alternative to build is selected.

Commissioner Jeffrey cited concerns raised in 2001 relative to the lack of support or interest by the Big 3 auto companies and other industries. He inquired as to whether there has been a change in that sentiment.

Mr. Corradino believed that General Motors and DaimlerChrysler have expressed strong support and endorsement for the process and the moving forward to a decision. Ford Motor Co. has expressed reluctance. A Memorandum of Understanding (MOU) has been signed with three of the four railroad companies. The one company felt that the MOU expressed specificity about the decision.

Commissioner Glenn inquired as to whether the trucking industry supports the DIFT since the project would result in reducing the number of trucks on the road. Although he could not answer for the industry, Mr. Corradino cited the participation of a trucking industry on the local advisory council. The representative is supportive of the concept. Mr. Corradino felt that with or without an intermodal, there would continue to be great demand and business for freight transportation.

Commissioner Cason inquired as to whether opposition expressed by the community in 2001 has been reduced. Mr. Corradino noted a change in sentiment of Karen Kavanaugh of the Southwest Detroit Business Association and Communities for a Better Rail Alternative and a member of the local advisory council. Communities for Better Rails and others now feel that it is better to partner with M-DOT on a negotiated solution. Working with rather than not working with M-DOT would result in a better future for Southwest Detroit, e.g., securing public infrastructure investments. Another segment of the Communities for a Better Rail Alternative lead by Katherine Savoie, Arab Community Center for Economic and Social Services, is against engaging in negotiations at this time.

Discussion ensued on varying opinions of the two groups. Upon questioning, Ms. Alcock noted that there is now a split in the organization. One segment of the organization is opposed to the DIFT; the other segment is supportive of a negotiated approach. The segment supportive of the negotiated approach believes that without government controls, the railroads would be able to do whatever they want possibly resulting in the community being in a worse position. Mr. Corradino agreed that the organization is now expressing two different sentiments.

Commissioner Christensen disagreed that Ms. Kavanaugh's position had changed. He noted that Ms. Kavanaugh has always supported negotiation.

Mr. Corradino provided details of the action alternatives, including incompatibility of one of the alternatives with the JOBS tunnel proposal with the expansion of Canadian Pacific Express.

Upon questioning, Mr. Corradino noted that under a lease agreement, a portion of the State Fairgrounds had been used by the CN/Moterm yard in Ferndale for intermodal activities.

Commissioner Jeffrey inquired as to the status of providing the truck-only access road from I-75 to the Livernois-Junction yard. Mr. Corradino noted that the truck-only road is no longer being proposed because it is not needed. As a result of surveying 80 train terminals,

developing and studying a commodity flow model, and upon further analysis, the Corradino Group has revised its predictions.

As to traffic impacts, Mr. Corradino noted that the action alternatives would result in the removal of intermodal trucks from neighborhood streets. Truck traffic would have to come down I-94. The truck entrance to the intermodal yard is off of the freeway. Trucks would exit Wyoming directly into the intermodal yard. The no action alternative would result in intermodal trucks continuing to use neighborhood streets.

As to safety impacts, Mr. Corradino noted that the action alternative would result in better flow of traffic. Lonyo Ave. is proposed to be closed. Lonyo traffic would be channeled to Central Ave. via a new piece of street north of the Livernois-Junction yard. Central would be separated below the rail lines. The large truck center at Central and Lonyo would be removed. The no action alternative would result in continual rail/auto and pedestrian conflicts at Lonyo and Central.

As to affected populations, Mr. Corradino noted that the alternatives recognize the diverse population in Southwest Detroit. The no action and action alternatives are not expected to result in a disproportionate adverse impact on that population.

Mr. Corradino noted that alternative 2 would result in the relocation of up to 18 businesses and 0 residences; alternative 3, 64 businesses and 83 residences; and alternative 4, 51 businesses and 33 residences.

As to jobs created, Mr. Corradino believed that alternative 2 would result in 3,900 net new permanent jobs by 2025 and 375 construction jobs; alternative 3, 8,000 new jobs and 550 construction jobs; and alternative 4, 7,800 new jobs and 550 construction jobs. The no action alternative would result in 1,000 new jobs and 0 construction jobs.

As to air quality impacts, Mr. Corradino noted that the pollutant burdens of the action alternatives are forecast to be more than today at the terminals, less than today around the terminals on neighborhood streets and less than today on the regional roadway system.

As to noise impacts, Mr. Corradino noted that the action alternatives include the construction of security walls resulting in the buffering of noise. There would be no noticeable increase in noise from today. The no action alternative would result in noise continuing to occur with no noticeable increases from today.

Commissioner Christensen questioned the number of jobs that would be created. He felt that most of the jobs would be for truck drivers who live outside the city. Southwest Detroit is the largest growing population in the City of Detroit. A large number of that population does not own cars. He questioned where the jobs being created.

Upon questioning, Mr. Corradino cited truck interstates and the number of business partnerships serving DaimlerChrysler. He noted analysis showing that the average job would pay \$43,000 year if alternative 3 or 4 is used.

Commissioner Christensen questioned the Corradino Group's figures regarding the number of trucks traveling south on Central from Kronk Ave. Mr. Corradino reported that a high amount of trucks are coming from the north. Commissioner Christensen disagreed and suggested that Mr. Corradino and he visit the area and count the number of trucks traveling from the north.

Commissioner Cason inquired as to the sentiments of Mr. Maroun, owner of the Detroit International Bridge Co. Mr. Corradino pointed out the properties owned by Mr. Maroun. He emphasized that the Bridge Co. is not a partner in the DIFT proposal.

The DIFT is expected to be completed in 5-10 years.

Commissioner Glenn noted that the city of Ferndale has passed resolutions in opposition to the DIFT. Commissioner Glenn expressed concern that all DIFT operations would end up on Detroit sites. Mr. Corradino responded negatively. He noted that should the DIFT be built on Detroit site, the CN/Moterm terminal in Ferndale would not go out of business. Although that terminal would not be the place where trucks and trains interchange, the terminal would still be utilized. There is great demand for freight services. Converting, consolidating or shifting would not negate use of that terminal. Upon questioning, he noted that trucks would not be coming from 8 Mile Rd.

Commissioner Glenn expressed concern about negative impact of noise on the community in the 8 Mile and State Fair area. Mr. Corradino felt that there would not be any effect from noise. Activity would be less intense. Trucks would not be coming from 8 Mile Rd.

Mr. Gulock noted that staff would submit a report and recommendation to the Commission after attending the public hearings on the DEIS. The Commission would be requested to take action on the DEIS in July.

In response to Commissioner Christensen, Mr. Gulock noted that the City Council passed three resolutions regarding the DIFT. The Commission submitted a detailed report to City Council encouraging them not to take action because of numerous concerns. Upon request, Mr. Gulock stated that copies of the resolutions would be given to the Commission.

Commissioner Christensen stated that Mr. Corradino speaks double talk. He will say what you want to hear.

CPC staff would attempt to attend MDOT's presentation of the DEIS to the Ferndale City Council on May 23, 2005 at 7:30 PM.

In response to Commissioner Jeffrey, Commissioner Christensen felt that there would continue to be overwhelming opposition to the DIFT if either alternative 3 or 4 is implemented. Alternatives 3 and 4 pose the threat of a loss of homes. Commissioner Christensen noted that the owner of Farmers Food located on Central at Vernor called to inquire as to the impact of the DIFT on his business. Again, Commissioner Christensen noted the small number of trucks (approximately 10 per day) that travel on Central Ave. The trucks use Kronk and head east on Livernois. Contrary to the claims of Mr. Corradino, traffic is just not there on Central.

Commissioner Jeffrey questioned the project given the change in predictions of truck use from 16,000 to 5,000 per day.

Ms. Alcock noted that the period to comment on the DEIS represents the last time the community will be able to provide input on the DIFT. The sentiments of the communities in Detroit need to get on the record. The Final Environmental Impact Statement (FEIS) will name the preferred alternative.

Director's
Report: Ms. Bruhn presented the Director's report.

A special meeting of the CPC is scheduled for Tuesday, May 24, 2005 in the 13th floor auditorium to consider amending the new Zoning Ordinance, approved by City Council on March 16, 2005 and effective May 28, 2005, by clarifying the transition between the current Zoning Ordinance, No. 390-G, as amended, and the new Zoning Ordinance, Ordinance 11-05.

A tour of Fort Wayne is scheduled for May 26, at 1:00 PM. Commissioners were instructed to meet in the parking lot at the Fort. Complimentary use of a van would be provided for the tour.

In response to Commissioner Cason, Ms. Bruhn noted that questionnaires were sent to businesses in the U.S. requesting completion of the survey on world-class cities. Commissioner Cason offered his assistance to CPC staff in completing the study.

Adj.: The meeting was adjourned at 6:00 PM.